The Masthead

Captain’s Address

Monday, 1 May, 1944

Sir, I assume command of the Mount McKinley.

Captain Beck, Guest, Officers and Men.

In commissioning the Mount McKinley, we take over the task of making her an effective unit of the fleet as soon as possible.

We deeply appreciate the fine start given us by the Navy yard. The Designers, ever ready to consider our suggestions for improvement. The Supply Department providing materials to build into the ship and procuring innumerable items of equipment, stock and spares. The Production People finishing the job in record time in spite of the many last minute changes and all the while instructing our nucleus crew. The Receiving Station giving us every facility in getting quartered, well fed, and organized.

Today, we become Shipmates. We want a smart ship, a happy ship, a tough ship, a ship to be proud of. There is no time to waste in shaping her into a smooth war machine by combining the human with the materiel. Be jealous of her good name and feel the same responsibility about a shipmate who lets us down as you do when a machine gets out of adjustment. We have no patience with cripples or any one who brings discredit to our ship. Already, thanks to the Philadelphia navy yard, our ship has a fine personality — she is friendly with her friends and associates, has a trim silhouette and a smart new paint job, she is filled with intriguing equipment for us to knit into a mean battle-axe against our enemies.

Through you gentlemen from the District and yard, I wish to extend to your forces our deepest appreciation for this fine start you have given us. We pray that we will carry on in the best traditions of our country and the naval service and that you will personally share with us every good word about our splendid ship.

Mr. Kirkpatrick, The Executive Officer will now set the watch.
Donations to the Association

Thanks to these members for their donations to the USS Mount McKinley Association during the Second Quarter of 2004.

Weir A. Rummel, Lloyd F. Stokes, Frank J. Smith
And an anonymous gift

Total Donations $66

THANKS GUYS!

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### USS Mount McKinley Association

**Statement of Financial Condition**

As of June 20, 2004

**Income:**

<table>
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<tr>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>Ship's Store Sales</td>
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<tr>
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<tr>
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**Expenses:**

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<td><strong>Total Expenses</strong></td>
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**Net Income-Operations**

| Amount | 1731.30 |

**Reunion Expense**

| Amount | 400.00 |

**Total Income Year To Date**

| Amount | 1331.30 |

**Cash January 1, 2004**

| Amount | 18014.21 |

**Ships Store Inventory January 1, 2004**

| Amount | 3829.12 |

**Add Income as of June 20, 2004**

| Amount | 1331.30 |

**Add Prepaid Life Dues-2004**

| Amount | 3792.50 |

**Total**

| Amount | 26967.13 |

**Cash-Bank Of America**

(See Note 1)

| Amount | 12287.60 |

**Cash-Zurich Money Market**

| Amount | 11000.45 |

**Total Cash June 20, 2004**

| Amount | 23288.05 |

**Ships Store Inventory, June 20, 2004**

| Amount | 3679.08 |

**Total Assets**

| Amount | 26967.13 |

Note 1. Includes prepaid life dues of $4517.50 not available for operations. Will be allocated to dues income over life expectancy period.

Submitted By: William K. Ellis, Treasurer
Today I was reflecting on several of the more memorable events we have witnessed recently. The first one I'm talking about is the WW-II memorial. From what I've seen and heard, this is a really an impressive memorial. I hope some of our WW-II Vets. were able to visit during the dedication services and will be willing to share their memories and impressions with the Association. I am confident that all of us believe this was long overdue.

The next event was the 60th anniversary of the "D" day landings at Normandy as well as other places. The film footage of that event and the documentaries of this have been outstanding and I've found it hard to turn these off, no matter what else is going on. One thing that concerns me however is the lack of knowledge of WW-II by today's young people. (OUR GRAND-KIDS) Because this is not studied much in school, if at all, I guess it is up to us to make sure our grand-kids know about WW-II and why it was fought. Your Grand Children will listen and most of them will be anxious to hear about Grand Dads WW-II experiences. Same thing goes for Korea and Vietnam Vets.

The last thing has been the memorial services for President Reagan. I am not talking about politics here, but in my opinion, just the great coverage and heart-felt responses given about him by so many. Watching these events made me proud to be an American and in particular, a USS Mt. McKinley Vet. I am looking forward and counting off the days until our next reunion starts so I can share these reflections with others in the Association. Soon the Reunion will also become a memorable event to reflect on. Hope to see you at the Reunion in September. Dwight Janzen

Dwight Janzen

Just wanted to say that I was aboard the Mt McKinley for a short time from 1958-1960. What a great ship. My brother and my brother-in-law, both were on that ship. Where is Joel Valdez and Ted Newton: Ship's Barbers? Where are the Roark brothers who were in the Radio Div with me. Chief Webb, Bless you. You were my recruiting officer in 1956 and I had the pleasure of serving in the Radio Room with you. Does anyone remember "Shaky"? He was in ship service with J. J. Jones. Just some notes for the Proudest Ship in the 6th Fleet and left some memories for the 7th Fleet.

Jim Whittaker, Radioman Seaman jimwhitt@att.net

My grandfather Alvin Rider served on the Mt McKinley during WW II. He was a Petty Officer, 2nd Class, and worked on radar. Any information about him or where the ship served at that time would be appreciated. John Feitshans feitshans86@yahoo.com

I am doing some research on my uncle who was a lieutenant navigator on the naval ship McKinley in WW2. I'm interested in finding any articles or stories that include him or information on his ship from 1941-1946. His name is Joseph Robert Sakala.

Thank You, Ken Erickson GOLDBERG@ers.usda.gov

This is just a little personal note to my friends and associates. Please remember to show your support to our fighting men and women! It isn’t about whether or not we believe in the war or not, it’s about supporting the men and women that are willing to put their lives on the line so we can debate, argue & vote for, or against it. There is no better place on earth then the good old USA! At least we still have Freedom of Speech! As they say, Freedom is not Free! Someone has to stand up for that right, and our fighting personnel are doing just that. Do not confuse their willingness to protect our rights with their, or anyone else’s politics. I am sure that any of you who belong to your local VFW or American Legions know of members who were called up to do their duty. Give them the support a lot of us never had!
No matter what goes wrong, there is always somebody who knew it would.

Training

by: Capt. H.C. Lauerman

The following was taken from a special Christmas issue of a newsletter printed on the Mac during the 1962 Med. Cruise for the crew to mail home so our loved ones could know what we were doing. The newsletter was sent to me recently by Ken Uhlir, I thought this was interesting, I hope you do too.

Training

We train to keep combat – ready - ready to communicate, refuel and replenish at sea, rescue a man who falls overboard, extinguish a fire on board, shoot our guns, fly our helicopter, navigate in good weather and bad, repair our machinery (and our men), prevent collisions (and save ourselves should one occur), transport and land the Marines; ready to do our share of the navy’s job to maintain world peace now in these troubled times and defend the United States in case of war.

We train by doing – we drill and practice and we lecture and study. Then, when we can do a job well, we keep practicking. Why? Because every one of us realizes that sometime the life of the entire ship may rest on just one man performing as an expert.

How well have we trained? Here are a few examples:

1 Right after we left Norfolk we suffered a major engineering casualty that would have sent us “home” again had our engineers not know their jobs – but they did and we continued to the Med.
2 While moored in Naples a strong gale tore our ships from their moorings but prompt action by all hands kept damages to a minimum.
3 Recently we successfully “rode out” a storm that was the severest in the history of the Sixth Fleet (waves as high as forty (40) feet were recorded) because we were prepared.
4 During our most recent replenishment at sea we took aboard twenty (20) tons of provisions in just nineteen (19) minutes – because we were well prepared.

To sum up our training: in our recent administrative inspection by the commodore we scored 91.43 points out of 100.
It was hard for me to believe that our association is 15 years old. Then, I found the Captain’s Address that was in a bunch of papers that Dick Armstrong recently sent me. It brought more astonishment to my thoughts.

We represent a group of men that over 60 years ago were put together to fight a war, and several more after that. The comradeship of those first shipmates has been passed down from era to era to all our McKinley shipmates. It is the glue that binds all of us together. No matter what years you served on our great ship, you are always one of our shipmates.

Apparently our Captain’s remarks to “Be jealous of her good name” and “she is friendly with her friends and associates” were very true words. We carry on her great tradition as a friendly ship, and we jealously guard her honor and her glorious history.

On another note.....

**PLEASE** remember to turn in your reunion registration form to Bill Ellis by **August 7th**, it really causes us a lot of aggravation when the forms come in after the deadline. We have dates that we need to provide our hotel and other tour operators exact attendance list and deposits. When we add and delete after the cutoff dates, it just creates confusion.

Finally! I don’t know about you, but I’m really looking forward to getting together again. It seems like a life time since we were in San Francisco. It’s time to make new memories and meet new friends in Branson. Take the time to come visit us!

The boiler room circa 1960

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**August 7, 2004**

*This is the deadline date for returning the enclosed POD/Registration form to Bill Ellis for this years reunion. PLEASE make sure you allow for this deadline. Late registrations really cause us a lot of problems and we cannot guarantee that you will be allowed to attend. We have deadlines that the association HAS to meet and we have no control over them. Please be prompt and respond as soon as possible.*

Drive Carefully. It's not only cars that can be recalled by their maker.
The following was taken from an e-mail to Ken Uhr concerning the Mt Mac. The person who wrote it was aboard the USS Cook at the helm during an incident with the Mt Mac. The following is his story about it.

The Cook steamed with the Mac quite often even when stateside. I recall many days of operational maneuvers with her. If I am correct, she was always on pier 7 and we were just across on pier 8 at the 32nd St. Naval Station, San Diego. There were actually two incidents with the McKinley. The second may not be known to her crew. When the Cook hit the McKinley, it put a crack in our side. Engineering was able to shore up the bulkhead which was in an engineering space. Pumps were attached to it and it was being pumped all the way to Pearl. A fleet tug was sent out incase the Cook lost power. We were in Pearl for about three weeks getting the hull repaired. At some point, we caught up with the McKinley in the South China Sea. It was night and we were steaming on station. I believe it was the mid watch. Once again, I had the helm. (Guys hated the helm trick and I would take them for 50 cents a trick…. quite often I was on the helm the entire watch). The McKinley was on our port quarter, back a ways. The Cook was a very small ship and her Officers were fairly light in rank, compared to what you had on the McKinley. The old man was a LTCDR. That night, the OD on the bridge was the LTJG over engineering. He was a little light in the head and the crew had lot chuckles over him. We were on course 348 and he called to the helm, to go left to 351. I knew that was wrong and questioned him on it. He became angry that I had questioned him. There was a third class QM in the pilot house who recorded all steering and speed changes in a log. The QM3 knew there was a problem and told me to hold it. He then went up on the bridge to talk to the JG. Well, the JG had a fit. He told the QM that if I didn’t make the course change, he was going to have us up on Captains Mast. The QM stepped back into the pilot house; told me to hold it while he recorded it in the log and then told me to let her rip. It is a long way from 348 in a left hand turn to 351. I gave it full hard left rudder. The Cook was doing about 14 knots and she took a hard roll to starboard. Now, the Captains cabin was one flight of stairs below the pilot house. In a flash, the old man was in the pilot house.

About that time, the McKinley was just about to steam past our bow. The old man saw we were going to hit her; and gave the order for the engine room to go “All Back Full”. Then, for me to give her full right rudder. I don’t know if you have ever been on a ship that was doing 14 knots and hit “all back full” in a turn, but I will tell you the vibrations were terrifying. So there we were just kind of hopping up and down in the spot (at least it felt like we were hopping up and down). I remember seeing the Mt McKinley steam past our bow about fifty feet away. Yeah, that close! After the old man found out what happened, he was furious. The Admiral or Captain of the McKinley was all over him. The result was that the JG was banned from stepping foot on the main deck for the duration of the cruise. (Except he was allowed to go ashore on liberty).

The old man saw we were going to hit her; and gave the order for the engine room to go “All Back Full”.

The article was signed, Andy. I am sorry not to have his full name for recognition of such an interesting story.

Recollections of My Mac Duty by: unknown

Lest we Forget,
These former shipmates who departed us this past quarter:

Henry Doll Jr. #210
RDM3, K Div., 1945 – 46
Died May 23, 2004

Miller H. Harrington #006
S1, 3rd Div., 1945
Died Jan 25, 2004

David Jacobson (Non-Member)

Eat a live toad in the morning and nothing worse will happen to you the rest of the day!
**New Members**

Note: the two new members listed below were listed with in-correct dates of service. These are the correct listings for both.

974  **Floyd H. Peaco Sr.**  
SH2, 2nd Div., 1947 – 49  
4338 So. Atlantic Circle  
N. Ft. Myers, FL  33903-5054

975  **John Dunlop**  
SK3, Supply, 1963 – 65  
81 1/2 Beacon Street  
Norwalk, CT 06851-5924

978  **Jerry H. Parker**  
RM2, Comm Div., 1955 – 56  
721 Main Street  
Colorado Springs, CO 80911-1655

979  **David H Almy**  
SS2, Ship Service, 1948 – 51  
6 West 44th Street  
Sand Springs, OK 74063-3202

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**DUES! DUES! DUES!**

In the on-going battle to get those of you who are late to pay your dues, I am sorry to have to inform anyone that has not paid yet for this year, this will be the last newsletter you will receive!

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**Sea Stories.. by Jim Nickerson**

I was on the Mac on several cruises in 1957-58, moving on and off ship as part of the ComPhibLand staff--I was in the band, man. Had a great time on those cruises, few people seemed to get seasick even though that ship rolled like crazy in the North Atlantic in October. We took a HUGE roll one time, and we all were really holding our breaths until she rose again. Went to NATO exercises in Portsmouth, England, where we sat in port as communications flagship for three weeks while all the other ships bobbed around in the channel. We were overcrowded, since we brought onboard comm. personnel from British navy. But we did get some excellent chow while we were there. Then we went to LeHavre for a week--I came down with Asian flu and was unconscious for the first three days, they tell me--didn't get to see much of France. On the way into the harbor we rubbed the narrow entrance, possibly screwing up the drawbridge. On the way home, more rolling in huge swells while we refueled some tin cans--the band played during refueling, of course, that's the custom, so for a few hours we stood on the weather deck getting soaked, no one around to hear us. But that's the Navy way, of course.

I saw Roy "Tiny" Strausbaugh's entry from 2001--tried to email but the address was outdated, I guess. Tiny, if you read this please email me. And anyone else that was in the band during 56-58. I retired in 97 in Olympia, Washington, and moved down here to dry out.

Jim "Nick" Nickerson
huskidawgs@msn.com

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We took a HUGE roll one time, and we all were really holding our breaths until she rose again.

If you can’t be kind, at least have the decency to be vague.
Always keep your words soft and sweet, just in case you have to eat them.

Jerry two most vivid memories were on his first trip to Japan aboard the Mt McKinley. He writes: We got into a severe hurricane. We couldn't eat regular meals due to the Ship's roll. Ship's engineer told Radio personnel he didn't want to be aboard if it rolled 5 more degrees. It was so rough that Admiral Duke aboard got sea sick. When we reached Japan we pulled straight into dry dock for repairs to make ship more sea worthy, weight balancing & etc.

The second memory was the "H" bomb test at Bikini Atoll which was the first drop from a plane of an "H" bomb. It was an awesome experience. It was doubly interesting to me because we had the news media on board and we sent the stories and pictures from the radio shack. Also I was previously stationed at Bikini in a Joint Task Force (7) which prepared for the upcoming test.
Awards, Citations and Campaign Ribbons
Precedence of awards is from top to bottom, left to right
Top Row - Navy Unit Commendation  Second Row - Navy Meritorious Unit Commendation -
Navy Expeditionary Medal (1-Cuba) - American Campaign Medal  Third Row - Asiatic-Pacific
Campaign Medal (4) - World War II Victory Medal - Navy Occupation Medal (with Asia clasp)
Fourth Row - National Defense Service Medal (2) - Korean Service Medal (8) - Armed Forces
Expeditionary Medal (1-Lebanon, 1-Cuba, 6-Vietnam)  Fifth Row - Vietnam Service Medal (4) -
Republic of Vietnam Gallantry Cross Unit Citation (6) - United Nations Service Medal  Sixth
Row - Philippine Liberation Medal - Republic of Korea War Service Medal (retroactive) -
Republic of Vietnam Campaign Medal

Some WW II recruiting posters. Which one got you to join up?

Always read stuff that will make you look good if you die in the middle of it.
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<th>QTY.</th>
<th>ITEM</th>
<th>SIZE</th>
<th>COLOR</th>
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</table>
| 1    | Mount McKinley Golf Shirt – Blue, White Short-Sleeve w or w/o Pocket
   Sizes: SM, MED, LG, XL. ..........................................................$23.00
   XXL + $1.50, XXXL + $2.50 |
| 2    | Mount McKinley Baseball Caps – White w/war on Back, Vietnam era only . $18.00 |
| 3    | Mount McKinley Baseball Caps – Blue or White, plain back $15.00 |
| 4    | Mount McKinley T-Shirts – Navy Blue or White, w/Blue, White or Gold, Screenprint Lettering on Shirt Front
   Front – Ship’s Silhouette, Atomic Bomb Test Logo, Mermaid Logo, Commissioning Date, De-Commissioning Date, Other Important Dates & Cruises.
   Sizes: SM, MED, L, XL ..........................................................$10.00
   XXL, XXXL ,
   add $1.00 |
| 5    | Assoc. Logo T-shirts (only available in L & XL)..........................$10.00 |
| 6    | Mount McKinley Ship’s Patches
   3 3/4” Mountain Patch, 5” Association Mermaid/Turtle Patch, 6” Diesel Gang Patch, Snipe Force Patch, Task Force 90 Patch, Gator Navy Patch………………$8.00 |
| 7    | Ship’s Pin Charm’s only………………………………………$4.00 |
| 8    | Ship’s Photos 8 x 10’s (specify with/without helo deck)..............$5.00 |
| 9    | Decal……………………………………………………..$3.00 ea. or (2) $5.00 |
| 10   | Official Assoc. Mouse Pad……………………………………. $5.00 |
| 11   | Laser Engraved Key Tags………………………………………. $5.00 |
| 12   | Laser Engraved Pencils………………………………………………one for $1.00/6 for $5.00 |
| 13   | Master Rosters: (listing of all years) Red 1944-70…………………. $28.00
   Blue 44-49, Yellow 50-59, Gold 60-70……………………………………$18.00 |
| 14   | Ship’s Bell……………………………………………………………. $31.00 |
| 15   | Laser Engraved Plaque……………………………………………. $65.00
   (Please call Steve to receive a special order form for the Plaque) |

Please include a “ship-to” mailing address with your order!

Make check payable to: USS Mount McKinley Association & mail to: Steve Schermerhorn
69272 County Rd 23, New Paris, IN 46553

Sorry, No Credit Cards......

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In memory of Retired Captain James Arthur Schriner who was the Supply Officer on the USS Mount McKinley from 1963-65 during the Vietnam War. The late Captain Tuttle recalled Commander Schriner during the landing of the Fourth Marine Division along the delta region of Vietnam.